





## To-day's Advertisements.

LODGE ST. JOHN, 6th, S.C.

NOTICE is hereby given that the usual MONTHLY REGULAR MEETING of the above Lodge will be held in the MASONIC HALL, Zealand Street, TO-NIGHT, the 12th instant, at 8 for 8.30 p.m. precisely. All Visiting Brethren will be welcome. Hongkong, 12th October, 1899. [1296a]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$18 per Share for the year 1898, equivalent to 30% on the Paid-up Capital of \$50 per Share, has been Declared. WARRANTS will be issued on the 13th October. By Order of the Board, DOUGLAS JONES, Secretary. Hongkong, 12th October, 1899. [1296a]

## NOTICE.

THE FOURTH GYMNASIA MEETING of this Season will be held at HAPPY VALLEY RACE COURSE, on SATURDAY, the 14th October, 1899. Weather permitting. Hongkong, 12th October, 1899. [1297a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship "DIAMANTE," Captain Taylor, will be despatched for the above port, TO-MORROW, the 13th instant, at 4 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Hongkong, 12th October, 1899. [1296a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship.

"HAINUN."

Captain Davis, will be despatched for the above port, on SUNDAY, the 13th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAURIE & Co., General Managers. Hongkong, 12th October, 1899. [1296a]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SANUKI MARU."

having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 18th instant, will be subject to rent.

All ship-damaged packages must be left in the Godowns where they will be examined on WEDNESDAY, the 18th instant, and SATURDAY, the 21st instant, both days at 10 A.M., upon notice of such damage being sent in beforehand to this office.

All claims must reach the undersigned before the 21st instant, or they will not be recognised. No Fire Insurance has been effected.

NIPPON YUSEN KAISHA.

Hongkong, 12th October, 1899. [1298a]

## Intimation.

A. S. WATSON & Co., LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

B ST. ESTEPHE, Red Capsule.....	\$ 6.06	\$ 7.56
C ST. JULIEN, Red Capsule.....	9.00	9.50
D LA ROSE, Red Capsule.....	12.00	13.92
CHATEAU HAUT BRION LARIVET.....	18.60	19.20
CHATEAU MOUTON D'ARMAILHAC.....	21.00	22.20
CHATEAU PONTET CANET.....	25.00	—
CHATEAU LA TOUR CARNET.....	30.00	—
CHATEAU RAUZY.....	42.00	—
CHATEAU LAFITE.....	48.00	—

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZY and CHATEAU LAFITE are recommended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited.

## DEATH.

At Luvag, Kinabatangan River, on 5th Sept., J. C. G. WHITELY, Superintendent of Telegraphs and Telephones, British North Borneo.

## The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 12, 1899.

## NOTES AND COMMENTS.

### QUESTIONS.

A perusal of the reports of the Hongkong Legislative Council meetings cannot but serve to impress the reader with the great pains so frequently taken to draft the reply to a question in such a manner that while it cannot be said that the query remains unanswered yet the information required is skillfully withheld. This is doubtless to be accounted for by the fact that fully 95 per cent. of questions put are with regard to matters which, in the opinion of the public, have gone wrong and against which the public require an explanation. No man as a rule cares to admit that he is in the wrong, and it is but natural that the officials should do their best to put matters in as favourable a light as possible for themselves, but still official reticence and official evasions of the point at issue are apt to grow wearying, and it is small wonder that the "unofficial" members, with one exception, appear to have grown tired of being repeatedly put off and so allow matters to jog along without question unless something of a most pressing nature turns up.

### THE POLICING OF THE NEW TERRITORY.

The first question put at yesterday's Council Meeting, ancient the estimate for policing the New Territory, required a specific answer as to whether or no the Captain Superintendent of Police was satisfied that the original estimate of \$33,223 would be adequate. In his reply the Colonial Secretary stated that the estimate was made by himself and that the Captain Superintendent was not responsible for it. In short he takes the whole blame of the inadequacy of the estimate upon himself, but, at the same time gives no answer to the direct question as to whether the Captain Superintendent was satisfied with it. What then are the public to understand by this answer? It may mean that the Police Official was not consulted in the matter as he should have been, or that he was consulted and disapproved of the estimate but was overruled. We are still without any idea as to what the Captain Superintendent thought or thinks of the matter and, apparently only a fresh question can clear up the doubt, if, of course, a plain non-evasive answer could be depended upon.

### HIS EXCELLENCY ON THE PLAGUE.

We thoroughly agree with His Excellency the Governor that no expenditure within the means of the Colony would be too great to secure the eradication of the plague. We have frequently pointed out that it is a serious menace to the trade of the Colony and that the sooner its annual recurrence can be prevented the better it will be for everyone. One passage in His Excellency's speech strikes us as particularly significant. He says, that the plague "has lingered here rather longer than in other cities of South China." That is to say that Hongkong must be a more favourable breeding ground for the disease than even Canton with its lack of sanitary arrangements, and it does not speak well for our boasted civilization. There can be no doubt that Hongkong is cleaner than Canton, but apparently that does not prevent the plague from obtaining a firmer foothold here. The question is in what manner does Hongkong differ from the other cities of South China and the answer is apparent at a glance. The dwellings of Hongkong are higher and contain more floors than those in the other cities, and hence it is but reasonable to suppose that Hongkong is more crowded. Take a walk through the Chinese quarters of the town where the plague lurks and it will be seen that the houses are usually built three or four stories in height. That is to say the power ones are, the older ones seldom exceeding a couple of stories. In the old days before these many-floored dwellings were erected we were free from plague. Now the tendency is for the houses to grow in height year by year and the plague keeps steadily with us.

### OVERCROWDING.

The more stores there may happen to be in a Chinese house the greater number of persons will be accommodated in it and the greater the surface crowding will be. It also stands to reason that the more floors there may be in a house the more difficult it must be to keep it in a thoroughly sanitary state. Chinese are not great lovers of cleanliness and order, and the various floors quickly become choked with a miscellaneous collection of rubbish eminently favourable to the accumulation of dust and dirt of all descriptions in the midst of which they herd together and contract plague. Then too, these high houses must interrupt the free circulation of air, and the higher the house grows the less chance is there for the lower floors obtaining a sufficient quantity of light to ensure them being healthy dwelling-places. As a rule, too, Chinese houses are only lighted from the front, the rooms are very deep and the window space often limited, the back of the rooms still being in a dusky twilight at midday. The backs of the houses are occupied by the cookhouses and kitchens which are badly lighted and worse ventilated, the smoke hanging round the rooms and finding its way out at the small window or the door in preference to the chimney and so adding to the general state of filth. These kitchens on each floor tend to vitiate the atmosphere, and it is not to be wondered at that the dwellings are unhealthy. Then, too, the slops from each kitchen are usually led away in earthen pipes running down the outer wall of the house and these are often blocked, allowing liquid matter of all descriptions to flow over the wall and soak in. We certainly think

that steps should be taken for the prevention of the erection of these sky-scraper buildings, yet we hear that new storeys are to be added to existing ones in already crowded districts, which appears to be simply courting disaster.

## REUTER'S TELEGRAMS.

### THE TRANSVAAL CRISIS.

LONDON, October 10th.—The Transvaal has sent an ultimatum to Great Britain demanding the withdrawal of troops from the frontier within forty-eight hours.

The New South Wales Lancers marched through the city yesterday en route to the Cape, enormous crowds gathered and frantic enthusiasm prevailed.

Mobilization is proceeding rapidly and recruiting is brisk.

### WEATHER REPORT.

The Observatory report says:—On the 12th at 11.55 a.m. barometric changes are slight. Pressure remains high over S. China, the Loo-choo islands and Japan. Gradients moderate on the coast, rather steep with strong monsoon in the N. part of the China Sea. FORECAST:—Fresh N.E. winds; fair.

## LOCAL AND GENERAL.

It was passed at the meeting of the Sanitary Board this afternoon that the Government be asked to declare Hongkong a disinfected port, as there have been only a few cases of plague during the last two weeks. It was also passed that dogs be prohibited from being brought into the Colony from the whole of Japan for a period of six months.

A SMALL fire occurred at Kennedy Town last night, and a house collapsed in Wanchai.

THE U. S. S. *Princeton* left Hongkong shortly before one o'clock to-day, and went southward.

H.M.S. *Endymion* was to leave Manila on the 10th inst. and should arrive here either this evening or to-morrow.

THE steamer *Prins Hendrik*, sold out of the Paketvaart fleet, has been bought by Chinese in Penang for £12,500.

THE first transport, conveying troops to the Transvaal, sailed from Bombay on 17th Sept. up to Friday, Sept. 22nd, eight ships had departed.

THE Committee of the Hongkong Football Club have in accordance with a strongly expressed opinion at the last annual meeting decided to erect a Grand Stand on their ground at Wong-wei-chung, for the use of members and their lady friends. It will seat 200. The cost will be defrayed by private subscriptions from the members.

WE (N.F. Press) are sorry to hear that a telegram has been received from Penang announcing the death of J. C. Collins, the well-known trainer and jockey of Penang. Collins has not long taken over the Penang Horse Repository, and his loss will be felt among the sporting community up north. He has been unwell for some time with an abscess on the liver.

FIVE hundred tons of tin, brought from the tramp steamer *Aster*, says the *S. F. News Letter*, acted like magic in opening up all the big packing establishments which had closed for lack of cans, made necessary the re-employment of an army of discharged employees, and lifted the fruit growers out of the slough of despond by assuring a market for the surplus crop. It is exceedingly fortunate that California was not compelled to await the output of the tin mines of America.

THE Superintendent of the Peninsular and Oriental S. N. Company informs us that a telegram has been received from the Head Office to the effect that in consequence of very heavy weather in the English Channel and delay to the Channel Service the Overland Express with London Mail of 29th September arrived at Brindisi 15 hours late, the steamship *Isis* therefore left that port correspondingly late. These mails were due in Hongkong per steamship *Bengal* on 29th October.

A TACOMA press despatch of the 6th September says:—The Oriental liner *Glengyle* arrived to-day from Hongkong and Yokohama. She brings 104 Japanese and twenty-one Chinese in the steerage and a valuable cargo of tea and silks, and the work of unloading her was begun to-night. The work will be rushed, as it is the intention to get the cargo out, coal the ship, and start her for San Francisco by Saturday night or Sunday morning. She will there be fitted out as a transport and carry 800 troops to the Philippines.

### AT THE MAGISTRACY.

This morning, Robert Burnicle, of H.M.S. *Tamar*, was fined \$5 for behaving in a disorderly manner, while drunk, on the 10th.

John Johnson, of the *Mannul Lloguna*, was fined \$5 or 14 days' imprisonment for being drunk.

George Friend, of Africa, of no occupation was sent to the House of Detention for vagrancy. W. C. Armstrong, quarter-master of the *Empress of China*, was fined \$3 or 12 days' imprisonment for refusing to pay a legal vehicle fare.

THE late Mr. George Dawson, who made his money in Burma, has not forgotten the charitable institutions of the province, to several of which he has left donations varying from rs. 5,000 to rs. 10,000, says the *Rangoon Gazette*. The hospitals in Rangoon, Moulmein, and Mandalay, and the leper asylums of Rangoon and Mandalay all receive bequests. The Cantonment School, Moulmein, receives rs. 5,000. A sum of rs. 10,000 is left for a technical department of either of the Mission Schools (the Brothers' School for preference). If they found one, to be expended in engineering, plant and books for carrying on the work. The estate is valued at about six lakhs.

## THE FRENCH MAIL.

Capt. Jenkins, of the s.s. *Pakshan*, informs us that he left Saigon 11 hours after the *Sydney* on the 5th and that he anchored 10 hours off Cape St. James. He took the outside course off the Paracels, and the *Sydney* probably took her usual inside course. From Cape St. James to port the *Pakshan* took 61 days, so that the *Sydney*, up to one o'clock to-day, is 7 days out. The steamer *Kong-kong*, left Saigon the day after the *Pakshan* and has not yet arrived in port. She took the inside course of the Paracels, and it is expected that she has fallen in with the *Sydney*, but owing to not striking a place from which a telegraphic message can be sent, is, of course, unable to communicate with Hongkong. It is to be hoped that nothing worse is the case.

The above was published in our mid-day extra, but since writing it we understand that two Scotch Orientals boats, other than the *Kong-kong*, are expected to pass the Paracels. If such is the case, it is to be hoped that either the *Wong-kong*, *Tai-chow*, or *Kong-kong* has run across the missing mail-boat. If the vessel has perished, which seems to be the general impression in Hongkong, but which we sincerely hope is not the case, the mishap will be terrible indeed, for it means not only the loss of life, but the loss of valuable communications and money, besides costly cargo, etc. The French Admiral at Saigon has been wired, who will do all that can be done in the search for the missing boat. The Superintendent of the Hongkong office is hourly expecting to hear cheerful tidings. We sincerely hope he will.

## UNION INSURANCE SOCIETY OF CANTON.

The 26th ordinary meeting of the shareholders of the above society was held this morning at the office in Queen's Buildings, to receive the report of the business of the society for the year 1898 and for the six months ending June 30th, 1899. There were present the Board of Directors, composed of the following:—Messrs. E. S. Wheeler (chairman), H. L. Dalrymple, N. A. Siebs, R. H. Hill, A. G. Wood, and Douglas Jones, Sec., also Messrs. H. W. Slade, D. Gillespie, C. F. Thompson, L. K. Alvarez, J. H. Cox, J. C. Peter, W. Richardson, J. A. and H. J. M. Carvalho, F. D. Goldard, G. W. F. Playfair, R. M. Gray, and H. E. Trinkins.

The secretary read the notice convening the meeting.

The Chairman,--Gentlemen, the usual course is to take the accounts first, and with your permission we will take the report and accounts as read. The accounts are very full, and there is little in them to which I need refer. The net premium for 1898 shows an increase of some \$420,000, whilst the losses show an increase of \$300,000 over the previous year, and the result of the year's working is that we were again able to pay a bonus to contributing shareholders of 20 per cent, and to propose a dividend of \$16, or 30 per cent, as compared with a dividend of \$17 paid last year, and at the same time we are able to increase the reserve fund by \$60,000. With regard to the 1899 accounts, you will notice that the balance at credit at the 30th June was \$1,193,000, a sum considerably in excess of that of any preceding half-year, and the same may be said of the estimated balance at credit at 30th September, but it is of course a great deal too early to form any estimate of the result of the year's working, though we have so far every reason to hope that it will turn out favourably. Turning to the balance sheet you will notice that the Investment Fluctuation Account is less by \$16,000, which is due to the full value of sterling securities; Exchange Fluctuation Account is less by \$18,000 owing to exchange being higher at the end of our half-year than at its commencement. You will also notice that the sinking fund account has been increased by \$30,000. Staff,--I am sure that the shareholders will join with the Board in regretting that Mr. M. J. Jukes has decided to retire from business at the end of this year. Mr. Jukes joined the service of the Society in 1874, when our London branch was opened, and he has been the Agent of the Society in London from that date. Our London business forms a very important part of our business, and under Mr. Jukes' management has been conducted with conspicuous success. The Board had no hesitation in agreeing with the London Committee that Mr. Jukes' long and successful services should be rewarded by the Society by presenting him with an honorarium of £3,500 on his retirement. Mr. Douglas Jones, our Secretary, has been appointed agent in London in succession to Mr. Jukes, whilst Mr. H. C. Saunders, who has been many years Mr. Jukes' assistant in the London office, has been appointed Underwriter. Mr. W. J. Saunders being appointed Secretary in Hongkong.

Continuing,--Before moving the adoption of the report, I should be glad to answer any questions. No questions being asked.

The Chairman proposed the adoption of the report and balance sheet as printed, which was seconded by Mr. T. W. Richardson, and carried unanimously. Mr. D. Gillespie proposed and Mr. R. M. Gray seconded that Messrs. E. S. Wheeler and A. G. Wood be re-elected as directors. Carried. Mr. C. F. Thompson proposed, and Mr. H. W. Slade seconded, that Messrs. J. H. Cox and W. Hutton Poits be re-elected auditors. Carried.

This concluded the business.

## THE PLAGUE.

Cases reported to 11th instant.....1,471  
Do. do. during past 24 hours.....0  
Total.....1,471

Deaths reported to 11th instant.....1,413  
Do. do. during past 24 hours.....0  
Total.....1,413

## WHY JESSOP LAUGHED.

A correspondent from Cheltenham, who saw the Gloucester and Surrey match, writes:—"A rather funny incident occurred at the local theatre, where both teams had been invited. At one point the hero came in to find the heroine in tears. The villain had just left her, and the brave fellow was doing his best to comfort the sorrowing maiden. This is how he put it: 'What has he done to you Marion?—has he insulted you?—he did! I will break every body in his home! You can imagine the scene. The girl bit her lip, blushed, and tried to look unconcerned, but the unfortunate actor winked under a forced smile and laughed from the throat. He could be heard all over the theatre.'

## HONGKONG LEGISLATIVE COUNCIL.

In our last evening's issue we gave the questions by the Hon. T. H. Whitehead which were put to the meeting by the Hon. C. T. Chater in the absence of the Hon. gentleman, and the answers; to-day we publish particulars of the other business which transpired.

### The Governor's Speech.

His Excellency the Governor,--I have the honour to submit for your consideration the Estimates for the coming year, and in doing so I venture after the usual custom to make a few observations on the position of the Colony. But first, I take this earliest public opportunity that has presented itself to express my acknowledgments for the cordial manner in which Lady Blake and I have been received by the community of this important Colony. The ten months that have elapsed since my assumption of the government have been months fraught with exceptional anxiety and responsibility. Under the Convention between Her Majesty the Queen and His Imperial Majesty the Emperor of China, the area of twenty-nine square miles that has hitherto been the extent of the Colony was increased by a lease for ninety-nine years of an area of four hundred square miles, with an estimated population of 100,000. It was assumed that the knowledge of the just treatment of the Chinese inhabitants of Hongkong and British Kowloon would induce the population of the leased area to accept the jurisdiction of Great Britain with equanimity, if not with pleasure. Had it been possible to take over the possession immediately this assumption might have been verified. But there were unavoidable delays. The question of demarcation had to be settled, and when a tentative arrangement had been arrived at it was found that there was an unfortunate misconception on the part of the Chinese Government as to the effect of the Convention upon the position of the Chinese Imperial Customs authorities who had hitherto exercised jurisdiction within the leased area. At the earnest request of Her Majesty's Minister in Peking I deferred the taking over of the Territory until the 17th April, completing in the meantime the necessary arrangements for the carrying out of executive functions. Unhappily, the interval was taken advantage of by agitators who disturbed the minds of the people by statements that their lands would be forcibly taken from them and their most cherished customs forbidden. The first symptoms of hostility were shown on the 31st March when the building of a mat-shed at Tai-poh was prevented, and the men engaged in erecting boundary posts were stopped from working. I saw the Viceroy on the 2nd April at Canton and pointed out that if protection was not afforded to working parties and surveying parties I could not adhere to my undertaking not to take over the Territory until the 17th. The necessary protection was promised, and surveying parties were not molested, nor was the rebuilding of the mat-shed prevented. What took place on the 15th of April and following days has already been laid before you. The resistance having been overcome I have endeavoured to satisfy the people that they may safely depend upon British justice, and that no man's property will be confiscated, and I have no doubt that the people will soon recognize this. Apart from the question of resistance to our occupation, it was found that the inhabitants suffered from frequent attacks by armed bands of robbers against whom the village watchmen were powerless, and there was a general indication of lawlessness not uncommon in South China. This necessitated a reconsideration of the Police Force necessary to secure that protection that we are bound to afford. The original estimate has been largely increased, and estimates have been established at important points of sufficient strength to repel armed attack, and furnish the necessary patrols. I am glad to say that the efforts of the Police have so far shown satisfactory results, for of the twenty-seven cases of armed robbery reported from the New Territory twenty-two persons have been convicted and are suffering long terms of imprisonment. I hope to see a salutary change of conditions within a short time and to be in a position to reduce the strength of the various police stations.

Simultaneously with the trouble that developed in the New Territory there arose a much more serious danger. In the beginning of April, the plague was again upon us, and notwithstanding the unwearied exertions of the Sanitary Board and its staff, it increased in intensity and virulence until the summer, and has only ceased its ravages with the beginning of the present month. This year there have been 1,471 cases of which 1,413 have proved fatal, the percentage of deaths being the highest on record. Feeling the overwhelming importance to the community of eradicating this scourge if possible, I have watched the operations of the sanitary staff with the keenest anxiety. Before the plague was primarily propagated by rats, a Committee was appointed, consisting of the Captain Superintendent of Police, the Medical Officer of Health, and the Government Analyst to wage war upon the rats by poison or traps, or both, and the necessary funds were placed at their disposal. They appealed to the Chinese for assistance and made every effort to destroy the rats, but I believe they were not very successful. When the epidemic was at its height I satisfied myself by frequent personal inspection that the scavengers and the sanitary staff were doing their duty. The streets and lanes were perfectly clean, and whole streets filled with furniture, while the houses were being limewashed and disinfected bore evidence to the activity of the sanitary staff. Yet nothing seemed to stay the onward progress of the plague, until at last it had died out in the usual course, having lingered here rather longer than in other cities of South China where no such precautions were taken. An Insanitary Dwellings Bill had already been presented to you. During the summer it has been carefully reconsidered, and in its amended form it will be again presented to you to-day. A return has been made of all the cases of plague during the present year with all the information available that possibly may throw light upon the causes of the disease. If we can decide upon the causes, no expenditure within the reach of the Colony would be too great to secure the blessing of freedom from such a scourge; but in considering the Bill it is well that you should be in possession of facts on which to form an opinion rather than be guided by assumptions that, however strongly held, afford no sound basis upon which measures should be adopted involving probably very large expense to the Colony.

I am happy to be able to congratulate you upon the general state of the commerce of the Colony. I have it on most excellent authority that business was never in a sounder condition and the commercial energy of the community was never more apparent. At the same time trade has suffered and is suffering from the disturbed state of the Southern provinces and the prevalence of piracy on the West River. The attention of Her Majesty's Government has been called to the great injury done to the trade of this Colony, and His Excellency the Governor has been instructed to take steps to protect a gunboat in the West River to protect British interests, but from convinced that the best protection to the interests of the commerce of the Colony will be the faithful carrying out by the Chinese Government of the Agreement made with Her Majesty's Minister at Peking for the opening of the West River under the Inland Steam Navigation Regulations as first proposed and agreed upon. I have had great pleasure in forwarding the letters of the Chamber of Commerce on this most important subject to the Secretary of the State for the Colonies. Notwithstanding the disabilities under which trade is hampered on the West River, the returns show a satisfactory increase both in foreign bulk vessels traffic, the number of foreign bulk vessels entering and clearing being 7,682, with 10,155,993 tons as compared with 6,831 ships with 9,948,224 tons in 1898, and of 55,882 ships with 3,374,210 tons as compared with 49,517 ships with 2,933,714 tons in 1898.

I regret to say that the Police statistics show a considerable increase in the number of serious crimes; the total number from the 1st January to the 31st August being 2,110 as against 1,920 for the same period last year. The returns show an especially large proportionate increase in the serious crimes of robbery and house-breaking, the increase in the former being due to the cases in the New Territory to which I have already alluded. The Captain Superintendent of Police attributes the general increase of crime to the number of vacancies in the Police Force and the disturbed condition of the neighbouring provinces of China. On the other hand, there has been an entire absence of the gang robberies so frequent in the past in the City of Victoria. Every effort is being made to obtain recruits from China for the Police Force. The revenue for 1900 is estimated at \$3,355,479 and the expenditure at \$2,219,859, leaving an estimated balance of \$1,135,620. In estimating the expenditure the dollar has been taken at 1/11. The Estimates have been prepared with caution, and with a rigid regard for economy. The various items of increased expenditure will be fully explained in Committee. The estimate of Public Works Extraordinary amounts to \$331,100, or \$163,000 less than the approved Estimate of last year, but it still remains \$66,000 more than the amount actually expended in 1898. The works estimated for are those that I consider most prudent, and the amounts are as large as can prudently be placed upon an estimate of expenditure based upon the revenue as shown in these Estimates; but, as the financial statement accompanying the Estimates will show, I hope to have at the end of the current year, including a balance, in round figures, of \$90,000 brought forward from last year, a surplus of about \$100,000 over the actual expenditure, which will justify me in submitting to you votes for further expenditure upon those works that appear in the Estimates, or for such other pressing works as have been approved by the Public Works Committee. The most pressing public work at the present moment is the building for the New Law Courts, which blocks the way for the improvement of the Post Office, a building entirely insufficient and unsuited for the postal requirements of the Colony. The plans for the Law Courts were returned on January 21st to London with some suggestions for improvements. I have written urging that they shall be sent out with the least possible delay. The question of the construction of the Jubilee Road round Mount Davis has been referred to the Secretary of State for the Colonies, and as His Excellency the Governor of Hongkong has somewhat modified his views as to the expediency of the road in deference to strong public feeling in its favour, I think it probable that the construction of that section may be authorized, as the objection that prevented my authority being given was entirely military. If those new and important works be undertaken, it appears to me that the Public Works Department will have as much work on its hands as can be satisfactorily managed without considerable additions to the present staff.

The only other item that calls for special notice is the increase of the vote for the expense of the Volunteers from \$12,000 to \$30,000. This increase is mainly due to an increase in the number of the Corps from 185 to 304. The Corps now forms a valuable addition to the effective armed forces of the Colony. In April last the regiment gave timely and valuable assistance, and its patriotic spirit has lately been shown by an offer to the Imperial Government of two officers and fifty men for active service in South Africa should unhappily hostilities be forced upon us. While the military authorities have been requested to convey to the Hongkong Volunteers the high appreciation by Her Majesty's Government of their loyal patriotism that prompted the offer, and appreciation that will, I feel certain, be shared by every member of the community. (Applause.)

The following Bills will be submitted to you:—An Ordinance to apply a sum not exceeding Two million Six hundred and Eighty-one thousand and Six hundred and Fifty-one dollars to the Public Service of the year 1900. An Ordinance to make further provision for the sanitation of the colony and to repeal certain enactments of the Closed House Ordinance, 1897. An Ordinance to amend the Rating Ordinance, 1888. An Ordinance to amend the Crown Lands Resumption Ordinance, 1889. An Ordinance to amend "The Protection of Women and Girls Ordinance, 1897." I commend them to your most careful consideration. Again, I congratulate you on the abundant prosperity of the Colony, and I earnestly hope that your deliberations may tend to the welfare and progress of the community.

APPOINTMENT OF COMMITTEES.

His Excellency the Governor appointed the following committees:—

Finance.—The Hon. the Colonial Secretary (chairman), and the whole of the rest of the Council with the exception of the Governor.

Law.—The Hon. Attorney-General (chairman) and the Hon. J. J. Keswick, the Hon. Dr. Ho Kai, the Hon. E. R. Bellings, and the Hon. Wei A-yuk.

Public Works.—The Hon. Director of Public Works (chairman), the Hon. Colonial Treasurer, the Hon. C. F. Thompson, the Hon. E. R. Bellings, and the Hon. T. H. Whitehead.

THE ADOPTION OF A BILL.

The Colonial Secretary moved the first reading of a Bill, entitled "An Ordinance to apply a sum not exceeding Two million Six hundred and Eighty-one thousand and Six hundred



Bill takes the place of a Bill which was read a first time in November last year, and that it is not proposed to proceed further with that Bill.

Carried.

#### NATURALIZATION.

The following Bills passed their second and third readings:—

Bill entitled An Ordinance for the Naturalization of Sin Hip Pan, alias Sin Shu Fan, alias Sin Shu Kim, alias Sin Ping Kim.

Bill entitled An Ordinance for the Naturalization of Kwok Yung Kam alias Kwok To Kai alias Kwok Yung.

Bill entitled An Ordinance for the Naturalization of Ho Shun To, alias Ho Kwan Yuk, alias Ho Ping Un, alias Ho Tsai.

Bill entitled An Ordinance for the Naturalization of Li Choo, alias Hu Shun Tin, alias Hu Ping Fong, alias Hui Nai Kwai.

Bill entitled An Ordinance for the Naturalization of Lo Kün Ting, alias Lo Fo, alias Lo Ching Chiu, alias Lo Tin Fui.

#### THE VAGRANCY ORDINANCE.

The Attorney-General:—I beg to move the second reading of the Bill entitled an Ordinance to amend the Vagrancy Ordinance, 1897.

As honorable members will see from the "subjects and reasons" attached to the Bill, this Bill has been framed in accordance with instructions which have been received from the Secretary of State for the Colonies in consequence of certain representations which were made to him by the Board of Trade.

Clause 2 of this Bill affects rather an important amendment to Ordinance 25 of 1897 by substituting a new clause for clause C of section 21 of that Bill.

As clause C of that Bill stands the shipowner would be liable for the maintenance of any person who is discharged from a ship in this Colony for a period of six months from the date of such person's arrival in the Colony, altogether irrespective of the fact whether the shipowner had properly discharged the man with the sanction of the Superintendent of the Mercantile Marine Office or his Deputy, and also altogether irrespective of the fact whether the shipowner made reasonable provision for the subsistence of that person who was discharged from his ship.

I think it is not unreasonably considered by the shipowners that it is rather a hardship upon the owners of ships and accordingly the Board of Trade approached the Secretary of State in this matter with the result that it is proposed now, with the sanction of the Secretary of State, to introduce a new clause C to section 21, the new clause being 2 of this Bill.

Honorable members will see that an amendment is made in the term "sailor," "seaman" being substituted. The object of that is to include any person employed or engaged in any capacity on board ship (except masters, pilots, and apprentices) and not merely persons engaged in the navigation of the ship.

The amendments made to clause 3 of the Bill are purely verbal amendments, and I do not think I need trouble the Council with any remarks upon them.

The second amendment made by clause 3 is of some importance, because it does not hold the shipmaster responsible for the solvency of his passengers during a period of six months after he has landed them. As Ordinance 25 of 1897 now stands it holds the shipowners responsible for a period of six months, and that period has been struck out.

With these observations, sir, I beg to move the second reading of the Bill.

Carried.

The Bill having been considered, clause by clause in Committee it was read a third time and passed.

#### THE RATING ORDINANCE.

The Acting Attorney-General moved the second reading of the Bill entitled an Ordinance to amend the Rating Ordinance, 1888.

The Colonial Treasurer, in seconding, said:—The Bill was introduced at my suggestion on account of a recent decision of the Privy Council in the Supreme Court with regard to the rating of the objects and reasons attached to the Bill.

The Privy Council held that a lift was machinery within the meaning of the Ordinance, and that as such it was rateable, nor were the improvements arising from the use of that lift. We thought it was rather hard that a building should be rated for very much less than its proper value, and that is the object of the Bill.

Carried.

The Acting Attorney-General proposed to go into committee on this Bill at the next meeting of the Council.

#### CROWN LANDS RESUMPTION ORDINANCE.

The Acting Attorney-General moved the second reading of the Bill entitled an Ordinance to amend the Crown Lands Resumption Ordinance, 1889.

Honorable members will see from the "subjects and reasons" attached to the Bill that the object of clause 3 of this Bill is to amend the preamble to Ordinance 23 of 1889 in such a way as to make it clear that the acquisition or resumption of land or buildings may be effected for any "public purpose" as defined by clause 3 of this Bill.

The object of the amendment introduced by sub-section (1) of clause 3 of this Bill is to make it clear that the expression "land" includes buildings, and also to clear up any possible ambiguity as to Ordinance 23 of 1889 being capable of application to the New Territories.

The object of sub-section (2) of clause 3 of this Bill is to make it clear that the expression "land" includes buildings, and also to clear up any possible ambiguity as to Ordinance 23 of 1889 being capable of application to the New Territories.

The object of sub-section (3) of clause 3 of this Bill is to make it clear that the expression "land" includes buildings, and also to clear up any possible ambiguity as to Ordinance 23 of 1889 being capable of application to the New Territories.

The object of sub-section (4) of clause 3 of this Bill is to make it clear that the expression "land" includes buildings, and also to clear up any possible ambiguity as to Ordinance 23 of 1889 being capable of application to the New Territories.

The object of sub-section (5) of clause 3 of this Bill is to make it clear that the expression "land" includes buildings, and also to clear up any possible ambiguity as to Ordinance 23 of 1889 being capable of application to the New Territories.

The object of sub-section (6) of clause 3 of this Bill is to make it clear that the expression "land" includes buildings, and also to clear up any possible ambiguity as to Ordinance 23 of 1889 being capable of application to the New Territories.

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The object of sub-section (16) of clause 3 of this Bill is to make it clear that the expression "land" includes buildings, and also to clear up any possible ambiguity as to Ordinance 23 of 1889 being capable of application to the New Territories.

The object of sub-section (17) of clause 3 of this Bill is to make it clear that the expression "land" includes buildings, and also to clear up any possible ambiguity as to Ordinance 23 of 1889 being capable of application to the New Territories.

The object of sub-section (18) of clause 3 of this Bill is to make it clear that the expression "land" includes buildings, and also to clear up any possible ambiguity as to Ordinance 23 of 1889 being capable of application to the New Territories.

To vote a sum of one hundred and fifty-five thousand pounds, or the equivalent in Hong Kong dollars, to be expended in the New Territory for the current year.

The Chairman explained that honorable members would remember that at that last meeting of the Council but one, a statement of expenditure actual and estimated for the year 1899 in connection with the new Territory was laid on the table, and that such estimate amounted to \$345,629.17 of that sum \$100,000 had already been voted by the Council and the object of the vote of to-day was to supply the balance.

To vote a sum of two thousand dollars in aid of the vote "Maintenance of Sewers."

The Chairman observed that the engineer in charge of sewers stated that the extension of sewers in all parts of the city had rapidly gone ahead, and that in the early part of the year 1899 broken gully traps were replaced by new ones at a cost of \$1,000. There had also been a great deal of trouble with the roofs going into the sewers, and particular attention was given to the sewers during the epidemic of plague.

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#### FROM ALL QUARTERS.

**Krugor's Nephew.**  
Carol Kruger, a nephew of "Oom Paul," was one of the graduates "capped" at Edinburgh University the other day.

**Refusal to Pay Taxes.**  
Over 12,000 manufacturers in Spain refuse to pay the new taxes, and many land owners have decided to follow their example.

**The Queen's Benevolence.**  
The Queen has allowed her Balmoral tenantry a rebate of 15 per cent. owing to the deficiency of straw on last year's crops.

**A Big Loss.**  
The electrical power-house of the Falls and River Railway Company, Niagara, has been destroyed by fire. The loss is about \$75,000.

**The Strike at Dundee.**  
The cotton and jute workers' strike at Dundee has assumed serious proportions. Ten mills were closed on Sept. 8th, and 19,000 mill workers were idle.

**Japanese Immigration.**  
According to news received from Honolulu it is announced authoritatively that the policy of the Hawaiian Government in regard to Japanese immigration is to be more restrictive.

**To the Point.**  
At a ball given some little time since in a small country town in Ireland, for which the tickets were not transferrable, the inscription on the latter ran as follows: "Admit this gentleman to Ball in Assembly Room; Tickets, 25. 6d. each. No gentleman admitted unless he comes himself."

**Surely a Record.**  
Recently a Paris court granted in four hours two hundred and ninety-four divorces—over a divorce a minute. Now it seems that an effort has been made to balance matters, as in the village of Plauges, the other day, ten two marriages were celebrated at one stroke by the parish priest.

**A Large Scene Map.**  
Some American railway men have allotted £20,000 towards what promises to be a unique exhibit at the Paris Exhibition. A large scene map is to be constructed that will show the route of every railway in the States by means of electrical devices, all elevations and natural features to be shown in their right proportions.

**All Else Subsistent.**  
Cricket has taken such a strong hold upon the Australians that when the other day a funeral procession in Sydney halted before a board which contained the score of a cricket match then in progress, and four occupants got out of a carriage, read the score, returned to the vehicle, and the procession resumed its course, no surprise was caused. It seemed the most natural thing to do.

**A Smut Thief.**  
Not long ago a man was arrested on a tramcar, charged with picking a lady's pocket. At the police station he was searched, but, as the lady's purse was not found upon him, he was discharged. On the following morning the policeman who had arrested him discovered the purse in his own coat pocket, where the culprit had evidently placed it.

**Painting Sold for £15,000.**  
Prosecution has been instituted at Rome against Prince Chigi, Marshal of the Conclave, for having sold for foreign exportation the famous picture of Botticelli, representing the Virgin Mary with the Christ as a child. The painting was sold for £15,000 to an English connoisseur, who has not yet removed it from Rome. The picture was destined for the British National Gallery.

**A Japanese Masterpiece.**  
Mr. William R. T. Townsend, who has just returned to England from a visit to Japan, has taken with him a valuable and remarkable specimen of bronze work. It is in the shape of a flexible bronze dragon, constructed of thousands of separate pieces, each one carefully finished and fitted by hand. The dragon is the work of the artist Suzuki, who was engaged for five years on the masterpiece.

**Refusal of Land.**  
A serious check has been given to the Belfast shipbuilding trade by the Belfast Harbour Commissioners. Messrs. Harland and Wolff applied to the Commissioners for fourteen acres of reclaimed land, adjoining their shipbuilding yards, for extension purposes, but this was refused, and as a result the firm, it is stated, will have to discharge about two thousand workmen.

**Only on a Pease Footing.**  
Russia has a standing army of 860,000 men, or six per thousand of her population; Germany 580,000, which is eleven per thousand; France 570,000, or fifteen per thousand; Austria 380,000, or nine per thousand; Italy, 185,000, six per thousand; England, 180,000, five per thousand; Spain, 120,000, six per thousand; Belgium 47,000, seven in the thousand; and little Switzerland musters actually 131,000, or forty-five per thousand. The huge European armaments called armies on a pease footing cost £220,000,000 a year to keep up.

**A Magistrate Knighted.**  
The Queen has conferred the honour of a knighthood upon Mr. Franklin Lushington on his appointment as chief magistrate of the metropolitan police-court. The honour of knighthood is usually conferred upon the chief magistrate at Bow-street. Recently there were two knights at that court. Sir John Bridge received the distinction on succeeding the late Sir James Ingham in 1891; while Sir James Vaughan was one of the Diamond Jubilee knights of 1897. Now Sir Franklin Lushington is the only knight among the metropolitan magistrates.

**Salts of Academy Pictures.**  
The sales of the last Academy pictures represent a total of £21,570, which is nearly £6,000 more than in the previous year, and £1,000 in excess of 1897. The highest price paid for any single work was obtained by a Newcastle man, Mr. Napier Henry, whose "Smugglers" realised £350, and "The Mill Pond" £315. Amongst other noteworthy sales may be mentioned Mr. Colin Hunter's "Signs of Herring," which brought £1,000, and Mr. Wylie's "Battle of the Nile" and Mr. Blair-Leighton's "Elaine," which brought £700 apiece. In very few other cases, however, did the price exceed £500.

#### A Dastardly Deed.

A combination car on the Willison Avenue line Cleveland, Ohio, was blown up by a powerful explosive between Scoville and Quincy streets on 30th Aug. at 9.30 p.m. There were six passengers on board, five of whom sustained broken legs. The other passengers and the driver of the car escaped without injury. The explosion lifted the car entirely off the track, destroying tracks and demolishing the flooring. The car fell again on the tracks, and in such a way as to imprison the injured passengers. These were rescued by the crew of the car. The report of the explosion was heard in the public square, three miles from the scene. There is no clue to the perpetrators of the outrage.

**A Typewriter for the Japanese.**  
The American Exporter (New York) says:—One result of the recent visit to this country of a party of men connected with the Japanese Government on a tour of inspection of American machinery, with a view to its introduction into their own country, will be to give the Japanese a typewriter. It has been thought generally that the Chinese and Japanese would be compelled to adopt some different form of written language from that in use before the labour-saving American typewriting machines could be made of practical use to them. There are about 5,000 characters used by the Chinese in writing, and the Japanese written signs are similar to those of China. The multiplicity of characters seemed to render impossible any attempt to manufacture a satisfactory writing machine for the use of the inhabitants of those countries. But a Yankee inventor has demonstrated that the difficulties can be overcome, and before many months the Japanese will have their own written language produced by American-made typewriters. One of the men of the party became



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU.....	Kobe and Yokohama.....	To-morrow, 13th October, at 4 P.M.
*KINSHU MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A. via Kobe & Yokohama.	THURSDAY, 19th October, at 4 P.M.
W. Brady.....	MARSEILLES, LONDON & ANTWERP via Singapore, Penang, Colombo and Port Said.	SATURDAY, 21st October, at Noon.
TAMBA MARU.....	NAGASAKI, KOBE and YOKOHAMA.	SATURDAY, 21st October, at 4 P.M.
KASUGA MARU.....	VLADIVOSTOK, via Swatow, Amoy, Shanghai, Wei-hai-wei, Chefoo, Chemulpo & Nagasaki.	THURSDAY, 26th October, at Noon.
HAKUJI MARU.....	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 27th October, at 4 P.M.
YAWATA MARU.....	MARSEILLES, LONDON, and ANTWERP, via Singapore, Penang, Colombo & Port Said.	FRIDAY, 3rd November, at Noon.
KAWACHI MARU.....		

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 3, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 12th October, 1899.

## "CLAYMORE."

## FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY, HONGKONG.

1247a] PHOTOGRAPHIC PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS, &c., &c., &c.

Coast Port Orders Executed.

ACHEE &amp; CO.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

(1239a)

Dr. KNORR'S

ANTIPYRINE

patented

In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATISM AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION. Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT &amp; BANK CO.,

SOLE AGENTS FOR CHINA, REWARD OF SPURIOUS IMITATIONS.

[34]

UNTOUCHED BY HAND.

# MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, FECKHAM, LONDON, ENGLAND.

## KUHN &amp; KOMOR,

JAPANESE FINE ART CURIOS,  
21 & 23, QUEEN'S ROAD, HONGKONG,  
35, WATER STREET, YOKOHAMA  
and  
36, DIVISION STREET, KORE.  
Hongkong, 15th March, 1898.

## NOTICE.

NIGHT SCHOOL for EUROPEANS, by an  
EX-SCHOOLMASTER.  
Terms moderate, for Particulars apply  
c/o This Office.  
Hongkong, 18th August, 1899. [1048a]

## For Sale.

## FOR SALE.

HOTEL BUSINESS in Northern Port,  
Long Lease at very Low Rental, Good  
Paying concern. Owner obliged to return to  
England through ill health.  
For further Particulars, apply in First Instance,  
by Letter to  
G.W.W.,  
Office of this Paper.  
14th September, 1899.

## THE POPULAR DINING ROOMS.

18, PRAYA CENTRAL.

(Near Hongkong Hotel).

NOW OPEN. Good Home Cooking and

Meals at all hours.

Hongkong, 9th October, 1899. [1211a]

## Insurances.

QUEEN INSURANCE COMPANY.  
(Now Merged in the Royal Insurance Co.)

THE Undersigned having been appointed  
Agents for the above Company are prepared  
to Accept FIRE RISKS at Current  
Rates.

E. D. SASSOON &amp; CO., Agents.

Hongkong, 10th October, 1899. [1299a]

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

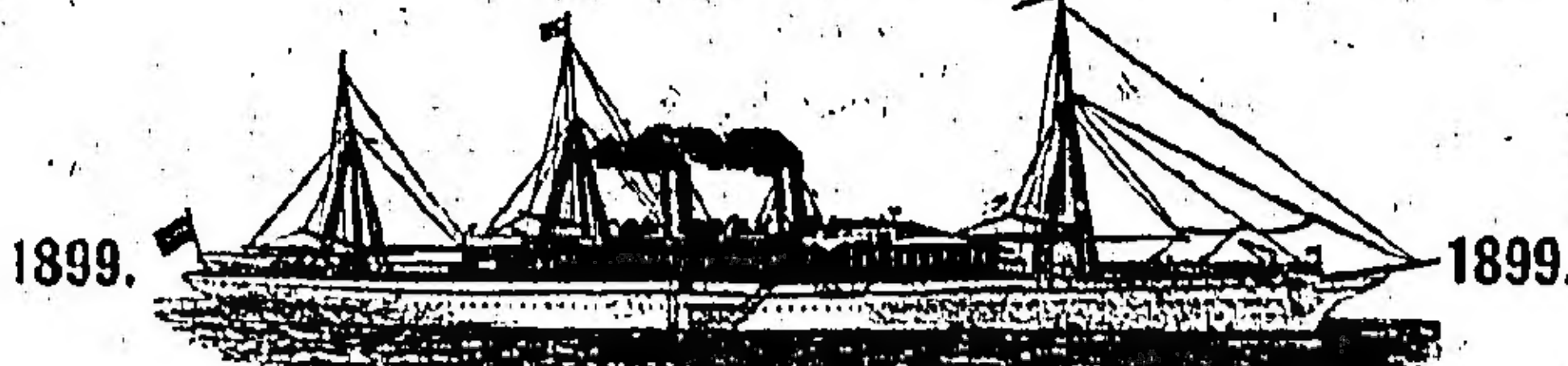
THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN &amp; Co., Agents.

Hongkong, 28th May, 1895. [118]

## Mails.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World); the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition); and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street. [3]

Hongkong, 27th September, 1899.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG:

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 9th Dec., at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 19th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899. [1310]

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

**JEYES FLUID**  
THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. CHUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1897. [11]

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

City of Dublin... 3,328 J. R. Rae... Oct. 14.

Braconshire... 3,367 R. Peebles... Oct. 28.

Queen Adelaide... 2,832 F. McNair... Nov. 18.

Saint Irene... 3,377 W. Atter... Dec. 9.

Also

FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Aberglow... 3,777 J. Murray... Nov. 11.

Monmouthshire... 2,874 W. A. Evans... Dec. 23.

Aberglow... 3,777 J. Murray... Jan. 27.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in duplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 18th September, 1899. [4]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 14th October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 30th September, 1899. [5]

## FOR PHILADELPHIA AND NEW YORK.

THE 3/3 A.I. American Ship

"ST. MARK"

Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to

ARNOLD, KARBURG & CO.

Hongkong, 20th September, 1899. [1198a]

## Mails.

## NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

## PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SAVOIA	HAVRE and HAMBURG	14th October	Freight and Passage.
*Jager	(LONDON with transhipment in HAMBURG)	About 5th November	Freight and Passage.
*HEIDELBERG	HAVRE and HAMBURG	About 15th November	Freight and Passage.
Schiller	(LONDON with transhipment in HAMBURG)	About 15th November	Freight and Passage.
ANDALUSIA	HAVRE and HAMBURG	About 20th November	Freight and Passage.
Schönfeldt	(LONDON with transhipment in HAMBURG)	About 20th November	Freight and Passage.
*SIBIRIA	HAVRE and HAMBURG	About 30th November	Freight and Passage.
Hildebrandt	(LONDON with transhipment in HAMBURG)	About 30th November	Freight and Passage.
BAMBERG	HAVRE and HAMBURG	About 30th November	Freight and Passage.
Mayer	(LONDON with transhipment in HAMBURG)	About 30th November	Freight and Passage.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

[981]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Thyra... 3,406 about Oct. 20

Curmuthshire... 2,929 about Nov. 15

Carlisle City... 3,002 about Dec. 15

THE Steamship

"THYRA,"

will be despatched for SAN DIEGO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on or about FRIDAY, the 20th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 7th October, 1899. [1430]

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

\*Onsang (via Naga- saki, Kobe & Yokohama) Wednesday, 25th Oct., at Noon.

\*Alcoa (via Naga- saki, Kobe & Yokohama) Tuesday, 21st Nov., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th Dec., at Noon.

(\* Taking Cargo only.)

THE Chartered Steamship

"ONSANG,"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA, on WEDNESDAY, the 25th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 5th October, 1899.

## HAMBURG-AMERIKA LINIE.

(East Asiatic Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

## PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO ALTERATION.

SAILING DATES.			
BURG.	14th	Freight and	
(in HAMBURG)	October...	Passage.	
BURG.	About 5th	Freight and	
(in HAMBURG)	November.	Passage.	
BURG.	About 15th	Freight.	
(in HAMBURG)	November.		
BURG.	About 20th	Freight and	
(in HAMBURG)	November.	Passage.	
BURG.	About 30th	Freight.	
(in HAMBURG)	November.		







## Intimations.

THE CHINA &amp; JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

## SUBSCRIPTIONS.

EXCHANGE LINES, \$30 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &amp;c., &amp;c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &amp;c., &amp;c.,

Apply to

W. STUART HARRISON, Manager.

Hongkong, 18th January, 1898. [135]

CARBOLINEUM-AVENARIUS

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LÜ GEN'S, FINESTMAN &amp; Co.

Hongkong, 11th September, 1896. [19]

## AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT relying on the well known kindness of the Benevolent Friends of the Institution begs to APPEAL to their Charity for assistance on behalf of a poor destitute Woman, a native of Mauritius, with children of tender age, that had been led to the interior of China, where they have suffered very ill treatment, resolved to escape to this Colony, and came to the Convent in the most miserable and distressful condition craving a shelter.

It is more than a year that the Superioress has kept them under her care for want of means to send them back to Mauritius, but as the poor woman is longing to be once more amongst her own people and as there will be a steamer for Mauritius on the 14th instant, the Superioress fully hopes that her earnest petition will be kindly attended.

The Charity of the kind benefactors will certainly be amply rewarded by the Merciful Father of the abandoned.

Hongkong, 11th October, 1899.

## NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—

CHALLENGER, Amer. ship, Gould—Arnhold, Karberg & Co.

REVER, American ship, D. Whitmore—Standard Oil Co.

THE SHARE MARKET.

## LATEST QUOTATIONS.

(October 12th.)

Banks.

Hongkong and Shanghai Banking Corporation—340 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference)—nominal.

The Bank of China & Japan, Ltd.—(Ordinary)—45 buyers.

The Bank of China & Japan, Ltd.—(Deferred)—45 buyers.

National Bank of China, Ltd.—\$261.

Do.

Marine Insurances.

Union Insurance Society of Canton, Ltd.—\$260.

China Traders' Insurance Co., Ltd.—\$261.

North China Insurance Co., Ltd.—\$147.

Yantai Insurance Assoc., Ltd.—\$124.

Canton Insurance Office, Ltd.—\$147.

Straits Insurance Co., Ltd.—\$5.

Fire Insurances.

Hongkong Fire Ins. Co., Ltd.—\$350.

China Fire Ins. Co., Ltd.—\$38.

## Shipping.

Hongkong, Canton, & Macao Steamboat Co., Ltd.—\$30.

Indo-China Steam Navigation Company, Ltd.—\$76.

China and Manila S.S. Co., Ltd.—\$90.

Douglas Steamship Co., Ltd.—\$48.

China Mutual S. N. Co., Ltd.—(Preference)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

Star Ferry Co., Ltd.—\$194.

Refineries.

China Sugar Refining Co., Ltd.—\$145.

Luxon Sugar Refining Co., Ltd.—\$54.

Mining.

Punjom Mining Co., Ltd.—\$11.

Do. Preference Shares—\$2.

Société Française des Charbonnages du Tonkin—\$245.

Queen Mines, Limited—\$345.

Jelebu Mining and Trading Co., Ltd.—\$1435.

Raub Allain Gold Mining Co., Ltd.—\$64.

Olivers Freehold Mines, Ltd.—(A)—\$1150.

Olivers Freehold Mines, Ltd.—(B)—\$675.

Great Eastern and Caledonian Gold Mining Co., Ltd.—\$160.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$25.

Hongkong and Kowloon Wharf and Godown Company, Limited—\$24.

Wanchai Warehouse and Storage Co., Ltd.—\$45 buyers.

New Amoy Dock Co., Ltd.—\$18.

Land, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.—\$90 buyers.

Hongkong Land Investment and Agency Co., Ltd.—\$107.

Kowloon Land and Building Co., Ltd.—\$28.

West Point Building Co., Ltd.—\$126.

Humphrey's Hotel Co., Ltd.—\$126.

Humphrey's Estate and Finance Co., Ltd.—\$10.

Miscellaneous.

Green Island Cement Co., Ltd.—\$28.

China-Borneo Co., Limited—104 buyers.

A. S. Watson & Co., Limited—\$1675.

Hongkong Electric Co., Limited—\$13.

Hongkong and China Gas Co., Ltd.—\$130.

Hongkong Rope Manufacturing Co., Ltd.—\$189.

Geo. Fenwick & Co., Ltd.—\$424.

Hongkong Ice Co., Ltd.—\$128.

Hongkong High-Level Tramways Co., Ltd.—\$74.

Dairy Farm Co., Limited—\$6.

Hongkong & China Bakery Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$15 buyers.

Bell's Asbestos Eastern Agency, Limited—\$1 nominal.

Bell's Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$58 buyers.

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 68.

International Cotton Mfg. Co., Ltd.—Tls. 75.

Laot-ung-mong Cotton Spinning & Weaving Co., Ltd.—Tls. 77.

Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.

Yahloong Cotton Spinning Co., Ltd.—Tls. 55.

Tebrau Planting Co., Ltd.—\$4 per share.

Tebrau Planting Co., Ltd.—\$4 per share.

BENJAMIN, KELLY & POTTS (Share Brokers.)

Telephone Address—"Rialin."

## OPPIUM QUOTATIONS.

Hongkong, 12th October.

New Patna ..... 900 per chest.

New Benares ..... 880

New Malwa ..... 860 per picul.

Old Malwa ..... 875

Persian, paper tied ..... 870/880

## VISITORS AT THE HONGKONG HOTEL.

Mr. J. A. Aiken

Mr. J. H. Angus

Mr. W. S. Bailey

Mr. B. J. Barlow

Miss Bissell

Mr. W. M. Black

Mr. and Mrs. A. H. Bottenheim

Mr. C. Buchan

Mr. T. F. Burgdorf

Mr. A. B. Carter

Dr. and Mrs. F. Clark

Mr. W. Coates

Mr. A. H. Crocker

Mr. P. C. Denroche

Mr. A. Dozier

Mr. D. Earnshaw

Mr. and Mrs. F. H. Eldridge

Mr. W. F. F. Gibson

Mr. R. J. Gill

Major and Mrs. Griffin

Mr. and Mrs. Groves

Mr. H. H. Haas

Mr. E. C. Hare

Mr. and Mrs. Haywood

Major and Mrs. Higgs

Mr. Hillman

## EXCHANGE.

Hongkong, 12th October.

ON LONDON, Telegraphic Transfer ..... 1/10 1/2

" Bank Bills, on demand 1/10 1/2

" Credits, 4 months' sight ..... 1/11 1/2

" Demands, 4 months' sight ..... 1/11 1/2

ON BERLIN, Bank Bills, on demand ..... 1/11 1/2

ON PARIS, Bank Bills, on demand ..... 1/11 1/2

" Credits, 4 months' sight ..... 1/11 1/2

ON NEW YORK, Bank Bills, on demand ..... 1/11 1/2

" Credits, 30 days' sight ..... 1/11 1/2

ON BOMBAY, Telegraphic Transfer ..... 1/11 1/2

" On demand ..... 1/11 1/2

ON SHANGHAI, Telegraphic Transfer ..... 1/11 1/2

" Private, 30 days' sight ..... 1/11 1/2

ON YOKOHAMA, T.T. ..... 1/11 1/2

Sovereigns, Bank's Buying Rate ..... 1/11 1/2

Gold Leaf 100 touch, per tael ..... 1/11 1/2

Bar Silver ..... 1/11 1/2

Dollars ..... 3 per cent. prem.

## VESSELS IN PORT.

Steamers.

AMARA, British steamer, 1705, C. J. Mattock,

30th Sept.—Samarang 20th Sept., Sugar.

—Jardine, Matheson & Co.

BRECONSHIRE, British steamer, 3223, Elliott,

8th Oct.—Colombo 20th Sept., Ballast.

Doddwell & Co.

DIAMANTE, British steamer, 1254, G. A.

Taylor, 6th Oct.—Manila 3rd Oct., General.

—Shevan, Tomes & Co.

EMPEROR OF CHINA, British steamer, 3003, R.

Archibald, R.N.R., 4th Oct.—Vancouver,

B.C. 12th Sept., and Shanghai 1st Oct.,

Mails and General.—C. P. R. Co.

FORMOSA, British steamer, 674, J. Douglas,

11th Oct.—Tamsui 8th Oct., Amoy 9th,

and Swatow 10th, General.—Douglas, Lap-

malik & Co.

HOHENZOLLERN, German steamer, 2039, H.

Kirchner, 9th Oct.—Yokohama 29th Sept.,

Kobe 3rd Oct., and Nagasaki 5th, General.

—Melchers & Co.

KEONG WAH, British steamer, 1115, R. Un-

worth, 6th Oct.—Bangkok and Koh-si-

chang 26th Sept., Rice and General.—

Yuen Fat Hong.

KINSHU MARU, Japanese steamer, 2439, W.

Brady, 6th Oct.—Shimonoseki and Oct.,

General.—Nippon Yusen Kaisha.

KUTSANG, British steamer, 1495, R. C. D.

Bradley, 5th Oct.—Sourabaya 22nd Sept.,

and Panarock 24th, Sugar.—Jardine,

Matheson & Co.

MAIDZURU MARU, Japanese steamer, 667, T.

Okata, 11th Oct.—Amoy and Swatow

10th Oct., General.—Mitsui Bussan Kaisha.

MARIE VALERIE, Austrian steamer, 2648, A.

Fellner, 10th Oct.—Sourabaya 4th Oct.,

General.—Sander, Widler & Co.

NANSHAN, American steamer, 1344, Stovell,

26th Sept.—Manila 22nd Sept.

NIPPON MARU, Japanese steamer, 1302, J. F.

Allen, 10th Oct.—San Francisco 12th

Sept., and Shanghai 8th Oct., General.—

P. & O. S. N. Co.

ON SANG, British steamer, 1287, J. Young,

10th Oct.—Saigon 1st Oct., Rice and Rice-

flour, Jardine, Matheson & Co.

PETRAKOR, German steamer, 1352, Necker,

8th Oct.—Samarang 22nd Sept., and

Labuan 30th, General.—Lauts, Wegener

& Co.

PROFONTS, British str., 1390, W. Mackay,

5th Oct.—Saigon 30th Sept., Rice.

Heung Sing Steamship Co.

ROSETTA, British steamer, 2039, C. C. Talbot,

R.N.R., 10th Oct.—Yokohama 3rd Oct.,

Mails and General.—P. & O. S. N. Co.

SUEV, German steamer, 4129, Förck, 14th

Sept.—Swatow 13th Sept., General.—

Siemssen & Co.

TAIFU, German steamer, 1065, Schuldt, 9th

Oct.—Saigon 3rd Oct., Rice—Meyer &

Co.

TAI LEE, German steamer, 828, T. Chander,

5th Oct.—Hongkong 2nd October, Coal.—

Meyer & Co.

## Sailing Vessels.

CHALLENGER, American ship, 142, Gould, 12th

Sept.—Manila 2nd Sept., Ballast.—Arn-

hold, Karberg & Co.

ETHA RICKMERS, German ship, 1754, Joh.

Bencke, 22nd Sept.—Cardiff 13th May,

Coal.—Arnhold, Karberg & Co.

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser,

1,500 tons, 12 guns, 9,500 h.p.,

Captain Molok, at Port Arthur.